

Hongkong Daily Press.

ESTABLISHED 1857.

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	Dairen (S.M.R. Train)	11.00	"	"
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Hongkong, 31st July, 1907. [a56]

THE BURGLARY EPIDEMIC.

THEFT FROM A HOUSE AT KOWLOON.
The house occupied by Mr. J. Johnston at Salisbury Avenue, Kowloon, was entered by a thief or thieves on Sunday. They confined their attention to the hatstand and cleared it of hats and umbrellas and sundry other things.

THEFT FROM A HOUSE AT KOWLOON.

A Chinese who had been found on the servants' quarters of 31, The Peak (occupied by Mr. F. W. James) and 83, The Peak (occupied by Mr. C. D. Wilkinson) was charged at the Magistracy yesterday with trespassing, and was fined \$5 or 14 days and ordered to find surety in the sum of \$100 to keep the peace for twelve months.

THE PEAK BURGLARY.

It is reported that the man arrested on a charge of committing a burglary at the residence of Mr. R. A. M. Williams, The Peak, had a pawn ticket in his possession, which on investigation proved to be for a watch which has been identified as belonging to Mr. J. R. Wood, Director of Education stolen from the residence of the Captain Superintendent of Police.

ARMED ROBBERY AT YAU MATI.

Four men armed with revolvers and daggers entered a house near Yau mati in the early hours of Sunday morning, drove the inmates into their cubicle, and collected clothing and jewellery to the value of \$45, with which they made off. The police have arrested one man on suspicion of being concerned in the affair.

A FALSE ALARM.

The supposed second attempted burglary at Mr. Ho Tung's house on the Peak mentioned in our yesterday's issue, was a false alarm. A couple of detectives were mistaken for burglars. A cynic suggests that this merely points out to the authorities the advisability of getting residents on the Peak accustomed to the sight of a policeman after dark.

THE ESCAPED BURGLAR.

We understand that the man caught in Mrs. McEwen's residence during the night and who subsequently escaped from custody while in hospital, had not had the handcuffs removed as was at first reported. He is now said to have made his escape with the manacles on his wrists, a fact which must have made his descent of the water pipe, a distance of about 20ft., extremely hazardous, and a fact which adds to the humor of the escape.

UNSUCCESSFUL ATTEMPT AT BURGLARY.

An attempt to commit a burglary was made at the residence of Mr. F. Howell, Wongsheehong Road, at midnight on Sunday. The thief, who had got on to the lower verandah, was scared by the dogs, and ran off. In his haste to get away he knocked down a number of flower stands and flower pots. When the place was examined a number of burnt matches was found on the verandah, and a string gag was found on the steps.

ROBBERY AT MESSRS. GANDE, PRICE & CO.'S STORE.

At about half past three, yesterday morning a Chinese was seized in the private lane alongside Messrs. Gandé, Price and Company's store, in the act, it is alleged, of carrying off two cases of cigarettes and other articles. He struggled desperately with one of the watchmen in the employ of the firm, but the Chinese staff went to the assistance of the watchman on his raising the cry of thief, and the man was secured. A police whistle was then blown, and a lunking appeared on the scene in record time, and took the man to the police station. Yesterday we learned that one of the Indian watchmen in the employ of Messrs. Gandé, Price and Co. was charged with the larceny of the goods in question, it being alleged that he removed them from the store during the day and engaged the Chinese to transfer them from the lane during the early hours of morning. The case will come before a magistrate a few days hence.

FLOATING DOCK FOR PORTSMOUTH.

The floating dock which has been built by Messrs. Cammell, Laird, of Birkenhead, for the use of the Admiralty at Portsmouth was launched last month. It was floated out from a specially designed building basin, being towed by five tugs. The launch was witnessed by many thousands of people on both sides of the Mersey. Soon afterwards the dock was towed away on its journey to Portsmouth.

The area of the dock is 24 acres, and the overall dimensions 600ft. long and 144ft. wide; the clear width at the top of the side towers is 113ft. The side towers are 86ft. high from the bottom of the pontoon. The total displacement of the dock when submerged to receive a ship having a draught of 36ft. is 49,000 tons. Complete control of the dock is arranged in the valve house. The structure is equipped with a service of telephones, flying gangways, and travelling cranes, and accommodation has been provided for the dock master, the petty officers, and a crew of 43 men.

The dock has taken about two years to build, delay having been caused by the engineers' strike which lasted 11 weeks.

THE SINKING OF H.M.S. "WATERWITCH."

DAMAGED WHILE AT ANCHOR BY "SEAMW.".

The following account of the sinking of H.M.S. *Waterwitch* is given in the *Straits Times* of the 2nd inst.:

H.M.S. *Waterwitch*, the Admiralty survey ship which has been engaged for some time past in surveying the ocean-bed and noting tides and currents in the waters around Singapore, was sunk in the harbour yesterday in extraordinary circumstances. She was rammed amidships by the Colonial yacht *Seamew*, commanded by Captain Chamberlain, and went down before she could be heaved to a convenient spot.

The *Waterwitch* returned from the surveying grounds about a week ago and she changed her anchorage to a point just off the north-eastern end of the mole and she was lying there when the disaster occurred. It happened about eleven o'clock yesterday forenoon. The *Seamew*, returning to port after her monthly visit to Horsburgh Light for the purpose of changing the lighthouse crew, was shaping a course round the end of the breakwater to reach her usual berth inside. The position of the *Waterwitch* was more or less in her direct course, but the possibility of collision was evidently not realized. How it came about is a matter for official enquiry later; it is known fact is that, although at the last moment strenuous efforts were made on the bridge of the *Seamew*—which is hand-actuated by the crew—to divert her, she ran straight at the other vessel and struck her a clean, piercing blow fair amidships on the port side. Had the *Waterwitch* been in the middle of the harbour, she would have buckled under the shock, but as it was the sharp nose of the yacht cut like a chisel into the wooden body of the *Waterwitch* and penetrated till her bowsprit was projecting over the starboard side. The vessels were locked thus for a moment and then the *Seamew*, responding to her reversing engines, backed out with nothing to show for the collision but the loss of her figurehead and some paint.

THE "WATERWITCH'S" INJURIES.

The *Waterwitch* was mortally injured. A gaping hole, which must have extended right from her bulwarks to near her keel, was left in her side and through it the sea was pouring in great volume. Her bridge collapsed bodily in the collision and partially went over the starboard side, while her mainmast was unstepped and fell to a drunken angle over the port. The most striking illustration of the force of the contact, however, was the fact that the vessel's lines on the starboard side were bulged out to a shape approaching the back of a crescent. Immediate steps were taken to do what was possible to keep her afloat. Commander Reyne was not on board, and a considerable proportion of her usual complement, which is 31 officers and men, was away on shore leave. Only about half that number were on board under the command of First Lieutenant Waterlow, and they were at collision stations a few seconds after the occurrence. The pumps were manned and an endeavour was made to stay the rush of water by securing collision mats over the hole, which was obviously too extensive to be effectively stopped. These measures were probably the means of keeping the vessel above water-level till assistance came from shore, but by the time the *Tanjong Pagar tug Varunha* arrived before noon, the *Waterwitch* was practically waterlogged. Such assistance as was practicable was offered by the Marine Department. Commander Radcliffe, Master Attendant, was quickly on the scene in one of the department's launches, and Captain Coleman, Acting Deputy, and Boarding-Officer Chalmers, in another. There was nothing for them to do really but stand by in case of need. Some of the men who were not required for the pumps were taken off the *Waterwitch* into the boats which were lying astern. The Paymaster, following the recognised procedure for such occasions, took steps to save the ship's documents. The other officers on board, besides Mr. Waterlow, were Lieuts. Rice and Wilson.

VESSEL SINKS.

When the *Varunha* arrived she immediately took the doomed vessel in tow and headed for the nearest shallows, which were at Tanjong Rhu, the launches and boats in close attendance. About a score of men and the three officers mentioned were still aboard, but beyond the gang employed at the pumps, they could do no more for their ship, so the disengaged hands stood by the rails ready to quit her at the word of command, the officers forward and the men aft. With every yard she travelled the vessel was seen to be settling more decidedly and listing to the starboard till the water was on a level with the lower side of the decks. It seemed apparent that she would never be kept afloat as far as Tanjong Rhu, and that proved to be the case. About half-way between the starting point and the shore the upper side sank quickly to nearer the level of the sea. This was seen to be the last moment, so the hawser that connected her to the tug was cast off and the officers gave the command to jump clear. The sailors obeyed the order instantly and all plunged for the water together. As they reached it the hull of the ship disappeared quietly below the surface and she touched ground in twenty-four feet of water. Part of her funnel and nearly the whole of the masts were visible.

PICKING UP THE MEN.

The officers and men were picked up immediately by the attendant launches and boats and when the last man seemed to have been taken aboard, they were brought ashore. A muster was held at the marine offices and the roll was called. All answered to their names but a marine named Sturgess and there is still doubt as to what has happened to him. He was seen on the deck immediately before the sinking and it is thought that in diving he struck some hard obstacle and was

stunned and drowned. A Chinese servant was also missing, but various parties state that they saw him get from the water into a sampan and go ashore. Beyond these, the only other injury sustained by any on board was by a Chinese cook who was sealed in the wreck of his galley when the *Seamew* broke in. He, however, was brought ashore before the vessel sank. Practically nothing was saved from the wreck. The crew were too much occupied with the measures for saving the ship to look after their effects, and their loss is enhanced by the fact that, Saturday being pay-day, their money went down with their other kit. The circumstances, however, did not depress them. They cheerfully took up their quarters for the night in the Sailors' Home; other arrangements will be made for them to-day. The officers were invited to take up residence at Government House and the Colonial Secretary's abode.

The *Waterwitch* may yet be revived to add a few more years to her life. She was built 34 years ago as a private yacht and was originally owned by Mrs. Langtry (now Lady de Bath). The Admiralty purchased her a good many years ago. The *Tanjong Pagar* people are already busy salvaging the available fittings from her as she lies, and later an effort will be made to raise her and pump the water out, when the short voyage to Tanjong Rhu will be completed. At low tide the hull of the vessel is almost half exposed, so that a great deal of her internal fittings and the belongings of the officers and crew may be taken out before the attempt to raise her is made. This forenoon a *Tanjong Pagar* lighter was alongside and men of the crew of the *Waterwitch* were up in the rigging of their vessel stripping the canvas off the yards. All the charts, documents and surveying instruments are at present housed in the Master Attendant's office, where they were taken before the sinking.

The *Seamew*, which came out of the accident remarkably cheaply, left for Malacca yesterday afternoon to complete the round of the lights. The slight damage to her, however, does not represent the total cost of the affair to the local Government.

As regards any enquiry, says the *Singapore Free Press*, it is not likely that any public enquiry will be held, as the *Seamew* does not come under Board of Trade regulations, but a departmental enquiry will undoubtedly be held. The officers of the *Waterwitch* will also have to face a court-martial to answer for the loss of their ship, but that should be more or less formal, and it is not known whether the Court will sit in Hongkong or whether the enquiry will be held over until the return of the officers to Home stations.

EVOLUTION OF THE MODERN SHIP.

REVIEW OF 100 YEARS' PROGRESS.

It is to be doubted if we shall ever celebrate a greater centenary than that of the *Comet*, which falls this year.

One hundred years ago the good people of Greenock were startled by an announcement in their local *Advertiser* of August 15, 1812, that the steamship *Comet* would make the passage between Glasgow and Greenock thrice weekly. The days of sailing were to be Tuesday, Thursday, and Saturday from Glasgow, and Monday, Wednesday, and Friday from Greenock. The fares were first cabin, 4s.; second cabin, 3s.

Thus modestly heralded, came the watership *Comet*, the first passenger steamer, practically and commercially successful, a vessel which consequently was to revolutionise the whole world of maritime commerce. She was laid down in the yard of John Wood at Port Glasgow in 1811. She was built to the order of that inspired millwright, turned boatkeeper, Henry Bell, of Helensburgh, across the Clyde. This man of long habitude of steam as applied to marine purposes. And now, in 1911, he gave practical expression to his interest. The *Comet* was a tiny vessel as we reckon ships now, no bigger—indeed, not so big—as many of the lifeboats carried on the deck of liners of to-day! She was only 42ft. in length, 11ft. wide, and 3ft. deep. So small was she that one wonderer, when they found room for the first and second cabins mentioned in the advertisements, in addition to the engine-room and stokehold and crew's quarters.

But within her meagre dimensions was the germ from which sprang, through slow stages, the wonderful triumphs of marine engineering which to-day find expression in our giant vessels. Other steamboats—a few—there had been before the *Comet*, but she was the first passenger-carrying steamer, and her success rendered possible the developments which followed.

To our eyes, and indeed, to those of her contemporaries, she must have appeared a queer-looking little craft, with her four paddle-wheels—two on either side—between which arose a very tall and very thin funnel, so thin that when smoke was emitted it looked to be coming from a mast. The end of the *Comet* was ship-shaped, but before that occurred she had been reconstructed, gaining 18ft. in length and losing a paddle each side by the operation.

What an amazing century of progress are we now celebrating! Six years after the *Comet's* advent the *Red Rover* made her maiden voyage. She was also built at Glasgow, and was the first trading steamer, marking a great step forward. Next year a further advance was made, when the *Savannah*, a paddle-wheeler, crossed the Atlantic. She was not now called an auxiliary, being driven by sails as well as machinery. As her name implies, she was American, being built in New York.

INTRODUCTION OF IRON.

In 1824 iron first was used in England in the construction of a steamer. Three years later the General Steam Navigation Company came into existence, and commenced running passenger steamers between London and Margate, and later on to Southampton-on-Sea.

Events were moving rapidly now. In 1825 the *Enterprise* made the first steam passage to India; and the same year the P. and O. Company began operations. The year 1837 saw the first successful screw tug-boat. She was called the *Francis B. Ouden*. She was the first of the Dover-Calais passage was made by the *Archimedes*, screw driven, in under two hours.

In 1840 there was built the *Cunard* Company's first steamer, the *Britannia*, and in 1845 the first iron screw steamer, which claimed to be the precursor of the modern Atlantic steamer.

Swiftly was approaching the time of the premature inception of the first mammoth steamer. This was the unfortunate *Great Eastern* built into a world not ready for her. Designed by Brunel and Scott Russell, she was laid down in 1854 at Millwall, and was launched in 1858. Having cost £732,000, she was put to a variety of uses, being at one time an Atlantic cable layer, subsequently becoming (oh, degradation!) a coal hulk at Gibraltar. In 1888 she was sold as old iron. Even in these days of giant ships she yet looms big, being 680ft. in length and of a tonnage of nearly 10,000.

FIRST TWIN-SCREW STEAMER.

In an article such as this it is impossible to treat the subject with anything like completeness; we can only mark the years we have passed from feeble and inadequate beginnings to wonderful turbines developing 70,000-horse-power!

In 1854 the first compound cylinder engines were tried, designed by John Elder. In 1859 the *Atlantic* was first crossed by a steamer propelled by compound engines—i.e., engines of two cylinders utilising two pressures of steam. In 1874 came the *Propagator*, with triple expansion engines.

In 1881 came the first twin-screw vessel, this heralding the advent in the subsequent year of what are called ocean greyhounds, confirmed two years later by those famous Cunarders the *Etruria* and *Umbria*, with their twenty knots gain.

From then onwards speed and size gradually increased. In 1897 speed received a great fillip when Mr. C. A. Parsons perfected the steam turbine as applied to marine purposes. The first result was the *Turbinia*, a small craft of 2,000-horse-power, with a speed of 32½ knots! One of the latest results of the turbine is the battleship-cruiser *Leon*, driven at twenty-eight knots by turbines of 70,000-horse-power.

MODERN WONDERS.

Among modern wonders are the famous *Lusitania* and *Mauritania*, the latter having crossed the Atlantic in 4 days 10 hours and 21 minutes.

Finally, just as 1912 brought the revolutionary *Comet*, so has 1912 brought the almost equally revolutionary *Selandia*. The *Selandia*, it will be remembered, is the first large ocean-going motor liner. Whether internal combustion engines will ultimately drive the steam engine from the sea is for the future to show, but it is significant that the *Selandia* should set, as it well may, the seal upon the centenary of the *Comet*, and it is starting to remember that Glasgow, which gave us the *Comet*, will give us the *Selandia*, a sister to the *Selandia*—Charles Gaunt in the *Pall Mall Gazette*.

70 YEARS WITHOUT LUNCH.

HOW LORD STRATHCONA KEEPS FIT AT 92.

The mightiest of all the great family of the Smiths, Donald Alexander Smith, Lord Strathcona and Mount Royal, celebrated his ninety-second birthday last month in harness.

A representative of one of the London papers who called to offer congratulations found him at his desk in the Canadian Government offices, Victoria-street, the busiest man in the whole office.

"Now, what would you like to say, as a sort of birthday message?" the interviewer asked.

"Message! Oh, no! No time for messages," said the High Commissioner, with a smile. "I have too much work to do."

"Yes, I am ninety-two to-day; but what difference does it make whether a man is fifty-two or seventy-two or ninety-two? I did not mark my birthday in any way; I never do. It just comes and goes, and one does not seem to notice it."

"How do I keep myself fit for work?" he repeated. "Why, by working. I have been a working man all my life; always glad of something to do, as long as it was something fit for a man to do."

No birthday feast marked the day. Lord Strathcona's rule, for close on seventy years now, has been to eat only two meals a day.

AN EXCHANGE OF ROYAL GIFTS.

Queen Victoria was once presented with a West African State umbrella of the type sold yesterday in a London auction-room, says a London paper of the 14th ult. The donor was the King of Dahomey, who sent at the same time some native pipes and tobacco for her Majesty to smoke, and a selection of highly-coloured wearables.

These gifts were in acknowledgment of a damask tent, a silver pipe, and two silver trays sent by the Queen to the African potentate. He told Sir Richard Burton, who brought the gifts, that the tent was very handsome, but too small, and that the silver pipe did not smoke so well as his old red clay with a wooden stem. He liked the trays very much, but thought them hardly large enough to serve as shields. He hoped that the next gifts would include a carriage and pair and a white woman, both of which he would appreciate very much.

The Charing Cross-road as the resort of the book-lover has not yet received its meed of glory from the book-maker. The *Standard* says a stock of a million books is by no means unusual in the neighbourhood.

THE AGE FOR MARRIAGE.

What is the best age at which to marry, and why? These questions of world-wide interest and importance were answered by Dr. Frederick L. Hoffman, LL.D., F.R.S., one of the delegates to the International Eugenics Congress, in an interview with an *Express* representative.

Incidentally, Dr. Hoffman, who occupies the position of statistician to the Prudential Insurance Company of Newark, New Jersey, exploded what he described as one of the most popular fallacies that has ever prevailed regarding successful marriages.

"My experience and observation," said Dr. Hoffman, "have convinced me that the best ages for marrying are between twenty-three and twenty-six for men and women alike. I have no faith in the theory that there should be a wide disparity between the age of the man and the woman."

"My reasons for fixing on between twenty-three and twenty-six as the ideal marrying ages for both sexes are, roughly, these:—

"The man and the woman are then, so far as marriage is concerned, at their best physical, mental, and moral development. Their hereditary traits are now dominant. On the one hand, the twig has been bent, or the temperament has been moulded, or the form it will probably retain, with a little modification, for life."

"On the other hand, they are both still sufficiently plastic and malleable to readjust themselves and become mutually complementary to one another. In other words, the man is willing to sacrifice himself to the happiness of the woman, and the woman to the happiness of the man. This is one of the essential conditions of true marriage. Perfect co-ordination is another."

"A boy or a girl of, say, eighteen, quite apart from other considerations, cannot be expected to know his or her mind. This point, I think, requires no elaboration. At the same time I should like to state with all possible emphasis that every man of twenty-five or thereabouts who is earning his living and wishes to marry should be permitted to do so, provided only that he and his prospective partner are healthy."

"The woman of a man's choice has no right whatever to demand that he shall be earning a certain number of pounds a week before he enters into wedlock with her. I strongly deprecate these so-called 'marriages of convenience.' Moreover, no restriction should be placed—within reason, of course—on the number of children. No marriage is perfect or satisfying if there are no children as its outcome."

"Men particularly who are over the age of thirty and wish to marry do so at their peril. At this age or over a man is generally so strongly individualized, so set in his judgments, that too often in courting a wife he is only courting disaster."

"That phrase 'incompatibility of temperament,' so frequently heard to-day in connection with unfortunate marriages, has many cases simply that the tastes and temperament of the man or woman, or both, were too hardened and fixed to promote a successful union."

VALUE OF CHIEF.
"Again, a marriage celebrated after thirty tends to become an affair rather of friendship than anything else, and this, in my opinion, at least, is by no means all, or anything approaching all, that marriage should signify. Although I confess I have no facts to bear out my contention on this point, observation leads me to think that the sudden appearance on the scene of 'affinities' of both sexes frequently follows these 'over thirty' marriages."

"And now let me just touch on the question of successful marriages. There was never a greater fallacy than the popular belief that a really successful marriage is necessarily a happy one. Indeed, I consider that that marriage is still incomplete which does not know sorrow, loss, disappointment, aye, and even death."

"The sterling value of sorrow has never yet been properly recognized. Some day grief, deepening, broadening, chastening, cleansing, liberating grief will come into her own."

"Go into the National Gallery and note the pictures which most attract you; these analyse the source of their attraction. You will find that grief and tragedy in most cases constitute their lure. So it is in connection with marriage."

"The marriage of Thomas Carlyle and Jane Welsh, for instance, was, in my opinion, an almost ideal union. Asceticism, with improper lenses, was in both of them responsible for many of their domestic troubles, but even apart from this, Jane Welsh, with her sense of frailty and leaning towards her husband and Thomas Carlyle with his sense of protection which constitutes the ideal marriage, were a very near that mutual yielding which constitutes the ideal marriage."

The so-called uniformly happy marriages, like happiness itself, are largely myths, made up of memory and anticipation. You have only to look into the calm faces of old women and talk to them to discover that the outcome of selfishness and abnegation forms the nearest approach to happiness in married life or out of it."

Major Darwin, in his presidential address, which opened the discussions, said that our knowledge of the laws of heredity, however perfect it might become, would be of comparatively little use as a method of insuring the progress of mankind until it was not only widely known, but actually incorporated in the moral code of the people.

"Our first effort," he said, "must be to establish such a moral code as will ensure that the welfare of the unborn shall be held in view, in connection with all questions concerning both the marriage of the individual and the organization of the State."

"As an agency making for progress conscious selection must replace the blind forces of natural selection; and man must utilise all the knowledge acquired by studying the process of evolution in the past in order to promote moral and physical progress in the future."

"The nation which first takes that great work thoroughly in hand will not only win in all matters of international competition, but will be given a place of honour in the history of the world."

INTIMATIONS

TERRIBLE RASH
ALL OVER LIMBS

Scratched Until Blood Flowed from Sores. Worse in Bed. Used Cuticura Soap and Ointment. Improvement from the First. Now Completely Cured.

"A rash broke out all over my arms and legs. The spots came out about the size of the points of pins and I suffered very much particularly after I went to bed. I was reluctantly forced to scratch my arms and legs until blood flowed from the sores. I took all sorts of medicine but without avail and I consulted a doctor. He sent me two boxes of Cuticura Soap and told me to rub the ointment well into the parts. I did as directed and instead of getting relief only got worse."

"The rash was always increasing but I felt worse after getting into bed, so much so that I dreaded going to bed at all. Never shall I forget the pain I endured all along the skin. I wrote to a friend about it and he sent me a box of Cuticura Soap and told me to rub the ointment well into the parts. I did as directed and instead of getting relief only got worse."

"For more than a generation Cuticura Soap and Cuticura Ointment have afforded the skin and scalp humors, of young and old. A single set is often sufficient to clear the skin. Cuticura Soap and Ointment are sold throughout the world. Nearest depot, with 32-pb. book free from inquiry, N. S. W. L. London, Ltd., Cape Town, Muller, Macdonald & Co., Calcutta and Bombay. Foster D. & Co., Corp., sole props., Boston, U.S.A."

93-3

Chs. J. Gaupp
& Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND
SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

DRAWING INSTRUMENTS
AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Ink, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD.,

LONDON.

E. R. WATTS & SON, LTD.,

LONDON.

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WE ELIMINATE
GUESSWORK

BY USING
THE LATEST
AND MOST
SCIENTIFIC
APPLIANCES



In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionals, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

CLARK & Co.
SCIENTIFIC OPTICIANS
45 YORK BLDGS., CHATER RD.
HONGKONG.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 55. Telephone No. 12. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

WANTED AT ONCE.

AN EFFICIENT SHORTHAND TYPIST. Good Salary to a willing worker. Apply—

"WILLING"

Care of "Daily Press" Office. Hongkong, 10th September, 1912. [1065]

WANTED.

BY MARRIED COUPLE (English), to SHARE FURNISHED HOUSE at THE PEAK or on the Higher Levels. References furnished if necessary. Apply to—

"CONFIDENTIAL."

Care of "Daily Press" Office. Hongkong, 10th September, 1912. [1067]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

On WEDNESDAY and THURSDAY, the 11th and 12th September, 1912, at 10 A.M.,

each day, at H.M. NAVAL YARD, and at Kowloon Depot,

OLD AND SURPLUS NAVAL AND VICTUALING STORES,

Comprising—

OLD AND SURPLUS NAVAL STORES—

LEATHER AND CANVAS SHOES, BRASS and PHOSPHOR BRONZE SHIVERS,

OLD IRON and STEEL, OLD BRASS and OLD METAL, ZINC ASHES, VERTICAL

ENGINES, PROPELLERS, ELECTRIC CABLE, OLD BUNTING, CANVAS BAGS,

COIR CORDAGE, MANILA HAWSER, INDIA RUBBER, BOATS, MASTS, CAR-

PETS, &c., BLANKETS, BARBICORES.

OLD AND SURPLUS VICTUALING STORES—

PROVISIONS, Seamen's CLOTHING, BLANKETS, Officers' Mess TRAPS

(A quantity of ELECTRO-PLATED ARTICLES and TABLE LINEN),

IMPLEMENTS, Seamen's Mess UTENSILS, OAK STAVES, Tailors' SEWING MA-

CHINES, WEIGHING MACHINES, &c., &c.

N.B.—The Sale will commence at 10 A.M. on WEDNESDAY, 11th, at the Naval Yard, where the Stores to be sold there will be disposed of,

after which the sale will be continued at the Kowloon Depot, where certain Naval Stores as shown in the Catalogue and all the Victualing Stores will be sold.

Terms of Sale—As detailed in the Catalogue. HUGHES & HUGHES,

By Appointment, Auctioneers to the Admiralty. Hongkong, 10th September, 1912. [1069]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DEVANHA," Captain W. R. Hickey, R.N., will leave for Shanghai on THURSDAY, the 12th inst., at Noon.

For Freight or Passage, apply to H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 9th September, 1912. [1]

COMPAGNIE DES MESSEGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY," Captain Costa, will be despatched for the above Ports on or about the 13th inst., at 6 P.M.

For Freight or Passage, apply to P. THOMAS, Agent.

Hongkong 9th September, 1912. [2]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENFARG," Captain W. L. Hartnell, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th September, 1912. [1064]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyances to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS

LANE, CRAWFORD & Co.

NEW STOCK OF TENNIS RACKETS

From \$7.50 Each.

TENNIS BALLS

From \$10.00 Per Doz.

TENNIS NETS, POSTS, MARKERS, etc.

NEW SHAPES IN

TENNIS SHOES

From \$6.00

TENNIS BOOTS

From \$7.50

JAEGER SWEATERS

From \$6.50

TENNIS SHIRTS

From \$2.50

STRAW HATS

From \$2.00

TELEPHONE 97.

LANE, CRAWFORD & CO.

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL MEETING of Members will be held TO-DAY (TUESDAY), the 10th September, 1912, at 4 o'clock P.M., in the CHAMBER ROOM, ST. GEORGE'S BUILDING, to nominate a Member of the Chamber to fill the place of the Honorable Mr. E. A. HAWZET, C.M.G., during his absence on leave, as the Hon. Mr. MURRAY STEWART is shortly leaving the Colony.

Notice in writing of the names of Candidates and of their Proposers and Secondors to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 3rd September, 1912. [1047]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 21st September, 1912, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 30th June, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 21st September, 1912, both days inclusive.

DOUGLAS, LAFLAIX & Co., General Managers.

Hongkong, 2nd September, 1912. [1035]

NOTICE.

I HAVE This Day Established Myself as SHARE AND GENERAL BROKER.

M. D. SILAS, 4, Ice House Street, Telephone 270, and STOCKBROKERS' ASSOCIATION.

Hongkong, 1st September, 1912. [1048]

IN THE MATTER OF THE COMPANIES ORDINANCE No. 58 of 1911.

and IN THE MATTER OF THE SAM WANG LAND INVESTMENT, LOAN & AGENCY CO., LTD. (In Liquidation).

A First and Final Dividend of \$100 per cent. has been Declared in the above matter.

NOTICE IS HEREBY GIVEN that the above-mentioned Dividend may be received at the Offices of Messrs. PERCY SMITH, SMYTH & FLEMING, 5, Queen's Road Central, First Floor, on FRIDAY, the 13th day of September, 1912, between the hours of 10 A.M. and 12.30 P.M., and on any subsequent day between the same hours.

Creditors applying for payment must produce any Bills of Exchange or other Securities held by them and must sign a receipt in the prescribed form.

Dated this 5th day of September, 1912. J. HENNESSEY SETH, Liquidator. [1062]

YEE CHEONG.

EXPERIENCED TAILOR, OUTFITTER and DRESS-MAKER. Good CUT and STYLE.

Address: Above DART LOONG'S DRAPER and Dealer in DRAWN WORK CLOTH, &c.

No. 51, WELLINGTON STREET, Hongkong. [1033]

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital (paid up) ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manilla, Peking, Shanghai, Singapore, Tientsin, Yokohama.

HONGKONG OFFICE: 3, DES VOUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. THUDZURABARA, Manager. Hongkong, 1st May, 1911. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager. Hongkong, 1st July, 1911. [20]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$5,800,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager. 9, Queen's Road, Hongkong, 30th July, 1912. [644]

BANKS

THE SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA. Branches and Agencies at:

Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manilla, Peking, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS:—

STERLING ... \$1,500,000 at 2/-=\$15,000,000
SILVER ... \$1,700,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: E. SHELLETT, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman. S. H. DODD, Esq., Andrew Forbes, Esq., G. FRIEDLAND, Esq., C. S. GABLAY, Esq., G. H. LAUREN, Esq., F. LIEB, Esq., W. L. PATTERSON, Esq., Hon. Mr. C. H. BOCK, H. A. SIEBS, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager. Hongkong, 22nd August, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... \$1,200,000
RESERVE FUND ... \$1,650,000
RESERVE LIABILITY ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager. Hongkong, 12th April, 1912. [133]

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000
SUBSCRIBED ... \$1,250,000
PAID UP ... \$620,000
RESERVE FUND ... \$365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager. Hongkong, 7th September, 1912. [909]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (£1,250,000)

Paid up Capital FL 14,905,350 (£1,242,112)

Reserve Fund FL 5,022,151,27 (£418,513)

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DRACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 1/2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DER LINDEN, Acting Manager, No. 8, Des Vaux Road Central. Hongkong, 7th August, 1912. [22]

ENTERTAINMENT

THEATRE ROYAL.

WORLD'S TOUR 1911-12-13.

THE EMINENT ACTOR,

ALLAN WILKIE.

Supported by powerful London Company, including the talented Actress,

Miss FREDISWYDE HUNTER-WATTS.

FOR SIX NIGHTS ONLY,

COMMENCING: THURSDAY, SEPT. 12TH, 1912.

THURSDAY, 12TH SEPT.: "SCHOOL FOR SCANDAL."

FRIDAY, 13TH SEPT.: "THE SECOND MRS. TANQUERAY."

SATURDAY, 14TH SEPT.: "THE LIARS."

MONDAY, 15TH SEPT.: The Costume Play, "DAVID GABRIEL."

TUESDAY, 17TH SEPT.: G. B. Shaw's Brilliant Comedy, "CANDIDA."

WEDNESDAY, 18TH SEPT.: Oscar Wilde's "SALOOME."

PLANS AT ROBINSON'S. PRICES: \$3.50 \$2 and \$1.

Hongkong, 29th August, 1912. [1023]

TO LET

TO LET. ON SHANKEEN, BRITISH CONCESSION.

SIX ROOMS and LARGE OFFICES, in a healthy situation of Standard Oil. Best business situation.

Apply to— T. E. GRIFFITH, Canton. [966]

TO LET.

LARGE SUBSTANTIALLY-BUILT GODOWN, situated on Water-Front East Point.

For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 15th August, 1912. [995]

TO LET.

GODOWNS in No. 94A and No. 94C, Praya East, Wanchoi, from 1st October next.

Apply to— KWONG SANG HONG, LTD., 248, Des Vaux Road Central. Hongkong, 7th September, 1912. [1061]

TO LET.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 46 with WHARF.

Apply to— HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings. Hongkong, 16th August, 1912. [669]

TO LET.

ON 2nd FLOOR, No. 2, PRINCE STREET, ONE-ROOMED OFFICE.

Apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [733]

TO LET.

NEW First Class SIX ROOM HOUSES in Cameron Road, Kowloon, from the 1st of October next.

BANK
LINE

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.

VIA SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

STEAMERS	SAILING
"ORTERIC"	On 3rd Oct.
"LORD CURZON"	On 20th Nov.
"LORD DERBY"	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Comfortable Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC"	3,000 tons	End of Sept.
----------------	------------	--------------

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Service carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG	FROM COLOMBO
10th Oct.	

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

142-43-44

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestras. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS	Tons	Starting	1912
SIBERIA	18,000	TUESDAY, 17th Sept.	at 1 P.M.
CHINA	10,200	TUESDAY, 24th Sept.	at 1 P.M.
MANCHURIA	27,000	TUESDAY, 1st Oct.	at 1 P.M.
FILE	11,000	TUESDAY, 15th Oct.	at 1 P.M.
MON GOLA	27,000	TUESDAY, 22nd Oct.	at 1 P.M.
PERSEA	9,000	TUESDAY, 12th Nov.	at 1 P.M.
KOREA	18,000	TUESDAY, 19th Nov.	at 1 P.M.
SIBERIA	18,000	TUESDAY, 3rd Dec.	at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 10TH SEPTEMBER, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

WEDNESDAY, 11TH SEPTEMBER, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 15TH SEPTEMBER.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. [143]



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons
S.S. CHIYO MARU	21,000 tons
S.S. SHINYO MARU	21,000 tons

AND

S.S. NIPPON MARU, 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily, tank, bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. line connects at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierra—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 2,961 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 14th Sept., at Noon.
S.S. "THONGWA," 3,428 tons, Capt. E. J. B. will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 20th Sept.

WESTWARD.

S.S. "JEJUNGA," 3,361 tons, Capt. Macfadyen, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th Sept., at 3 p.m.
S.S. "JAPAN," 3,805 tons, Captain L. Y. Archdeacon, will be despatched as above on 23rd September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 10th September, 1912.

AGENTS. [132]

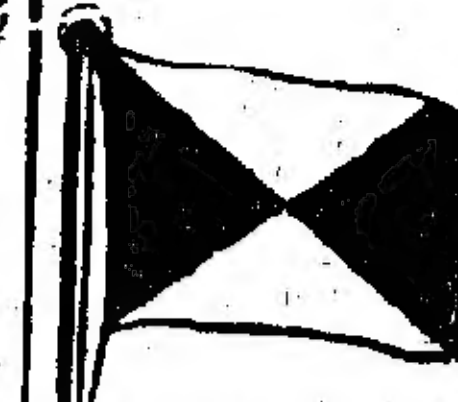
SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "JAPAN" 9,000 About 15th Sept.
KOBE and MOJI "PEKING" 6,500 About 23rd Oct.
For Freight and Further Particulars apply to

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 18th Sept., 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, HONGKONG, 5th September, 1912. PHILIPPINES S.S. CO. [13]

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ AND PORT SAID.
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September, at 5 p.m.
S.S. "KOEBER," 9,900 tons, will leave as above on 19th October, at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice, £50 to £56 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.
S.S. "KOEBER," 9,900 tons, will leave as above on 5th October, at 5 a.m.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at 5 a.m.
Cheap rates, Hongkong-Shanghai, £26 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and "George" Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, POME AND VENICE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ AND PORT SAID.
S.S. "AUSTRIA," 14,300 tons, will leave as above on 1st October.
S.S. "CHINA," 11,600 tons, will leave as above on 31st October.

S.S. "CHINA," YOKOHAMA, KOBE via SHANGHAI.
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave as above on 31st October.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Prinsep Building. [155]

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"PRINZ LUDWIG," Capt. F. von BINDER	18,300	Wednesday, 18th Sept., at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BUELOW," Capt. H. SCHAEFER	16,900	About Wednesday, 18th Sept.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BRENNER	6,000	Saturday, 5th Oct., at 10 a.m.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BRENNER	6,100	About Tuesday, 17th Sept.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SCHAEFER	5,000	Middle of Oct.
DIRECT TO SANDAKAN	"RAJAH," Capt. F. SCHAEFER		About 13th Sept.

All the Steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telefunken.
For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 9th September 1912.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE	MISSIONARY DIRECTORY
OF THE FAR EAST ... \$10.00	on paper cover 0.80
Do. Do. Smaller Edition 6.00	Do. Do. cloth cover 1.00
CHILDREN OF FAITH, Social and Political Novel, by C. J. Halcombe ... 3.50	DOG AND GUN in New Territory ... 1.00
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... 1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER, A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations ... 1.75
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	HONGKONG WEEKLY PRESS, half-yearly vol. bound ... 7.50
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ... 2.00
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MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ... 1.00	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1882 ... 1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	CALLED OUT, or the Chang Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
POLITICAL OBSTACLES TO MIS- STONARY SUCCESS IN CHINA ... 0.25	PLAN OF THE WEST RIVER ... 1.00
TRADE MARK REGULATIONS IN CHINA ... 0.20	" " VICTORIA ... 0.75
	" " KOWLOON ... 0.75
	" " PEAK ... 0.75
	" " NEW TERRITORY ... 0.75
	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1912 ... 0.80 & 0.25

SHIPPING REPORTS.

The Japanese str. *Kinkasan Maru* reports: Fine weather and slight sea.

PASSENGERS.

ARRIVED.
Per *Chinkwa*, from Shanghai, Mr. Harrington, Mr. Edwards and Mr. Penny.
Per *Glenfarg*, from Singapore, Mrs. Bruce and family, Mrs. Lacon, Mr. Thomson and Mr. Kay.

DEPARTED.
Per *Zafiro*, for Manila, Master and Mrs. J. Floris, Mr. and Mrs. R. Robinson, Miss E. Merry, Mr. O. Behrens, Mr. R. B. Gibson, Mr. S. Yamazaki, Miss D. Bradt, Col. and Mrs. Bradley, Mr. Y. Shibuya, Mr. U. Shimodzu, Mr. S. Nakase, Mrs. M. B. Shearer, Mr. Jack Smith, Mr. S. Karasayama, Mr. K. Ideguchi, Mr. S. Michishita, Mr. K. Kawakami, Mr. K. Higashiyama, Mr. I. Ideguchi, Mr. F. Sakai, for Iloilo, Mr. and Mrs. Block, Mrs. and Miss Black and Mr. Wm. Black.

LATEST STEAMER MOVEMENTS.

The Yokohama office of the C.P.R. is in receipt of a wireless message from the R.M.S. *Empress of India*, which left Hongkong on the 24th August, and Yokohama on the 3rd Sept. The message was despatched at midnight, Sunday, the 5th instant, when the vessel was 1,820 miles distant from Japan, the Commander advising all well, and that fine weather is being experienced.

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.
Apply—

MANAGER,
"Hongkong Daily Press" Office,
Hongkong, 13th March, 1912.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	Noon, 12th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	INDIA	Noon, 14th Sept.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA	About 18th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NANKIN and YOKOHAMA	NANKIN	About 19th Sept.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 10th September, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SAMARANG & SOERABAYA	PAKHUI	On 10th Sept. 3 P.M.
MANILA, CEBU and ILOILO	TEAN	On 10th Sept. 4 P.M.
SHANGHAI	CHINHUA	On 12th Sept. 4 P.M.
HAIPHONG	SINGAN	On 13th Sept. 10 A.M.
SHANGHAI	ANHUI	On 14th Sept. 10 A.M.
MANILA, CEBU and ILOILO	KAIFONG	On 17th Sept. 4 P.M.
WEIHAIWEI & TIENTSIN	KUEICHOW	On 21st Sept. 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES.—SINGAPORE \$45.....RETURN \$75.

NEW SERVICE.—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Hongkong, 10th September, 1912. TELEPHONE 36. AGENTS. [8]

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:		
S.S. C. FERD. LAEISZ	21st	Sept.
S.S. ARCADIA	...	26th Sept.
S.S. SCANDIA	...	13th Oct.
S.S. BAYERN	...	17th Oct.
S.S. LIBERIA	...	7th Nov.
S.S. ALESIA	...	19th Nov.
For further Particulars, apply to—		

For further Particulars, apply to—

HOMeward.

FOR HAVRE, BREMEN and HAMBURG:	S.S. SUEVIA	12th Sept.
FOR MARSEILLES, HAVRE, BREMEN and ANTWERP:	S.S. FREUSSEN	16th Sept.
FOR MARSEILLES, HAVRE and HAMBURG:	S.S. SILEBIA	21st Sept.
FOR ROTTERDAM, HAMBURG and ANTWERP:	S.S. BELGRAVIA	5th Oct.
FOR HAVRE and HAMBURG:	S.S. O. J. D. ABLERS	7th Oct.
FOR HAVRE, BREMEN and HAMBURG:	S.S. C. FERD. LAEISZ	19th Oct.

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

[10]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 10th Sept. at 11 A.M.
"HAIMUN"	Capt. J. W. Evans	THURSDAY, 12th Sept. at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 17th Sept. at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake-Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th September, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE		On 21st Sept. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers.

CHIYO MARU. SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER. Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., at Noon.
TENYO MARU	G. Bont	TUESDAY, 5th Nov., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONO-LULU, on TUESDAY, the 10th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TSHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Commerce Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"CANADA MARU"	K. Hori	TUESDAY, 17th Sept., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 3rd Oct., at 2 P.M.
"PANAMA MARU"	J. Kanazawa	THURSDAY, 15th Oct., at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 31st Oct., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
"CHICAGO MARU"	I. Goto	TUESDAY, 26th Nov., at 2 P.M.

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at SHANGHAI, MOJI,
† Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted route for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIJO MARU"	Y. Yamamoto	WED'DAY, 11th Sept., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captains	Leaves
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 16th Sept., at Noon.
"DAIGI MARU"	Y. Sonekawa	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Sukaawa	WED'DAY, 18th Sept., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Sukaawa	FRIDAY, 13th Sept., at 5 P.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,

MANAGER,
Second Floor, No. 1, Queen's Building.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG.

on WEDNESDAY, the 11th Sept., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD-PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to Hongkong	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	Steamer	Tons	
INDIA	8000	MOOLTAN	10000	Feb. 15
ASSAYE	7500	MALLOJA	12500	Mar. 1
HIMALAYA	7000	MOREA	11000	Mar. 7
DEVANHA	8000	MARMORA	10500	Mar. 15
DELTA	8000	MEDINA	12500	Mar. 29
INDIA	8000	Through Steamer		April 12
ASSAYE	7500	MONGOLIA	10000	May 2
DEVANHA	8000	MACEDONIA	10500	May 10
CHINA	8000	MALWA	11000	May 24

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION,

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU	12,000	WED'DAY, 11th Sept., at Daylight.
	ATSUTA MARU	16,000	FRIDAY, 27th Sept., P.M.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SHIDZUOKA MARU	12,500	TUESDAY, 10th Sept., at 4 P.M.
	TAMBA MARU	12,500	TUESDAY, 24th Sept., at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	9,600	FRIDAY, 27th Sept., at Noon.
	YAWATA MARU	7,000	FRIDAY, 25th Oct., at Noon.
BOMBAY VIA SINGAPORE and COLOMBO	SANUKI MARU	12,500	MONDAY, 16th Sept.
KOBE and YOKOHAMA	MIYASAKI MARU	16,000	WED'DAY, 11th Sept., at 5 P.M.
SHANGHAI, MOJI and KOBE	KAMAKURA MARU	12,500	WED'DAY, 11th Sept.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU	7,000	WED'DAY, 25th Sept., at Noon.
SHANGHAI and KOBE	TOTOMI MARU	5,000	TUESDAY, 10th Sept.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"KIRIN MARU," 4,000 tons, Capt. M. Deguchi, Saturday, 21st Sept.
"COLOMBO MARU," 5,000 tons, Capt. Kamoshita, Saturday, 5th Oct.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

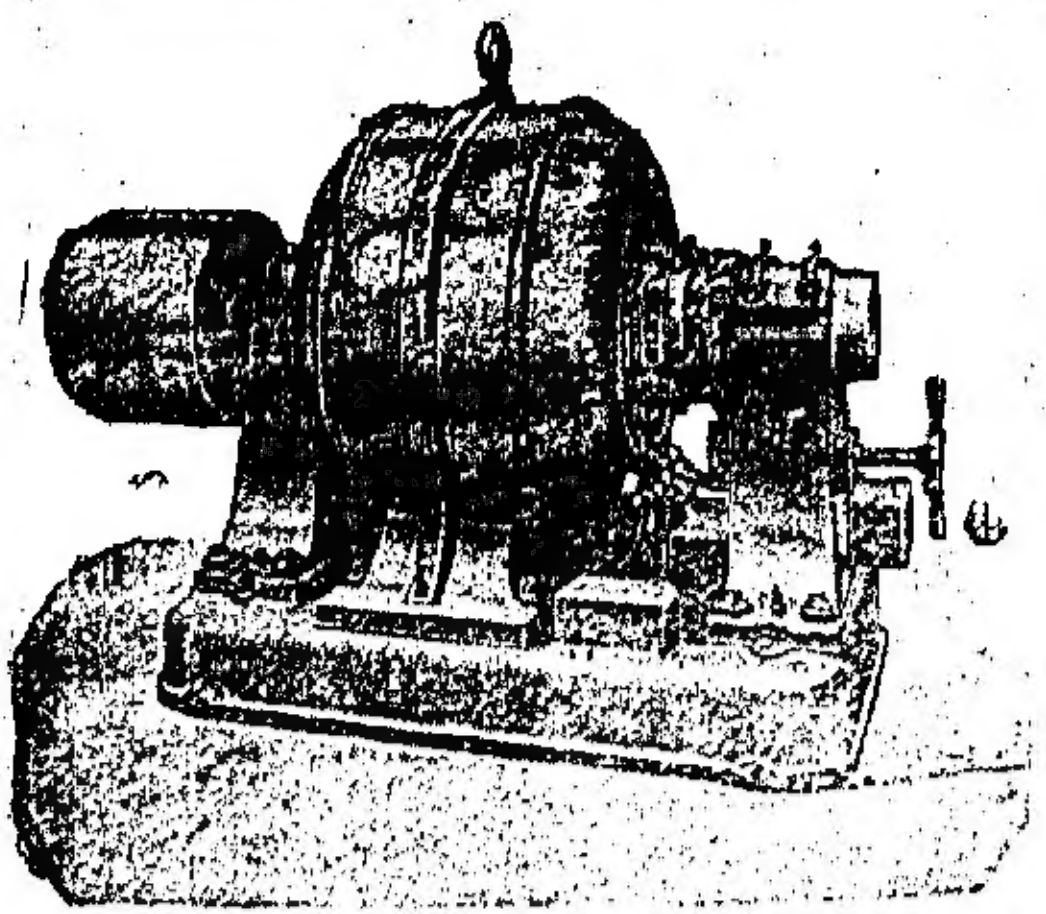
For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUYOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-666]

HUGO C. A. FROMM, HONGKONG.



ELEKTIZITATS
ACTIENGESSELLSCHAFT
Titan
BERGERHOF
R.H.L.D.
ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

Hongkong, 10th September, 1912.

[48-6]

JOS. PANNES & CO.,

KREFELD.

MERCERISED COTTON-YARN,
ARTIFICIAL SILK.

Hongkong, 10th September, 1912.

[48-10]

SILK RIBBONS
AND
COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

PET. WILH. KROMMES,
ELBERFELD.

Hongkong, 10th September, 1912.

[48-11]

POST OFFICE NOTICE

SIBERIAN ROUTE—Superscription unnecessary for Europe.

Letters and Post Cards for Europe will in future be despatched by the route of Siberia unless marked by the sender for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

* * * The value limit on Parcels to the United States via San Francisco, or to Honolulu, has now been removed. Parcels may be sent up to any value, but those exceeding \$200.00 Mexican, or \$20, must be accompanied with an invoice certified by the United States Consular-General for Hongkong.

The *Oceanic*, with the English Mail, left Singapore on Saturday, the 7th instant, at 5.30 p.m. and may be expected to arrive here to-morrow, at 6 p.m. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 7th August and for despatch overland on the 13th August.

The *Anhui*, is due to arrive here on Thursday, the 12th inst., with the Siberian Mails from London of Wednesday and Friday, the 21st and 23rd August.

FOR	PER	DATE
Swatow, Amoy and Foochow ...	Haiyang ...	Tuesday, 10th, 10.00 A.M.
FORMOSA, KEBONG, JAPAN, via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO ...	Shingo Maru ...	Tuesday, 10th, 10.00 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)
Macao ...	Sui Tai ...	Tuesday, 10th, 1.15 P.M.
Swatow ...	Tingnam ...	Tuesday, 10th, 2.00 P.M.
Samarang and Sourabaya ...	Pakhoi ...	Tuesday, 10th, 2.00 P.M.
Philippine Islands ...	Teian ...	Tuesday, 10th, 3.00 P.M.
Formosa via Keelung, Shanghai, North China Japan via Moji, Victoria, B.C. and Seattle ...	Shidzuoka Maru ...	Tuesday, 10th, 3.00 P.M.
(EUROPE VIA SIBERIA)	Inverclyde ...	Tuesday, 10th, 4.00 P.M.
Straits ...	Sibei ...	Tuesday, 10th, 4.00 P.M.
Japan via Yokohama ...	Okara ...	Tuesday, 10th, 5.00 P.M.
Fort Bayard, Haiphong, Pakhoi and Saigon ...	St. Kiang ...	Wednesday, 11th, 8.00 A.M.
Swatow, Amoy and Foochow ...	Kaijo Maru ...	Wednesday, 11th, 11.00 A.M.
Macao ...	Sui Tai ...	Wednesday, 11th, 1.15 P.M.
Japan via Kobe, Victoria, Tacoma, and Vancouver ...	Protestant ...	Wednesday, 11th, 2.00 P.M.
Japan via Nagasaki ...	Kinkosan Maru ...	Wednesday, 11th, 3.00 P.M.
Swatow, Amoy and Foochow ...	Hatsumi ...	Thursday, 12th, 10.00 A.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Devanha ...	Thursday, 12th, 11.00 A.M.
Macao ...	Sui Tai ...	Thursday, 12th, 1.15 P.M.
Sandakan ...	Mausang ...	Thursday, 12th, 3.00 P.M.
Shanghai and North China ...	Chinwa ...	Thursday, 12th, 3.00 P.M.
Haiphong, Pakhoi and Saigon ...	Singon ...	Friday, 13th, 9.00 A.M.
Macao ...	Sui Tai ...	Friday, 13th, 1.15 P.M.
Wellswell and Tientsin ...	Huichow ...	Friday, 13th, 3.00 P.M.
Shanghai, North China and Japan via Kobe (EUROPE VIA SIBERIA)	Sydney ...	Friday, 13th, 5.00 P.M.
Straits, and India via Bombay ...	Copri ...	Saturday, 14th, 10.00 A.M.
Shanghai, North China, and Japan via Kobe STRAITS, BURMAH, Ceylon, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEN, Egypt, and Europe via BRINDISI ...	Gregory Apsen ...	Saturday, 14th, 10.00 A.M.
(Late Letters 11.00 to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The Parcel mail will be closed on Friday, the 13th inst. at 5 p.m.)	India ...	Saturday, 14th, 1.00 P.M.
Philippine Islands ...	Yuenyang ...	Saturday, 14th, 1.15 P.M.
Macao ...	Sui Tai ...	Saturday, 14th, 2.00 P.M.
Straits, and India via Calcutta ...	Teian ...	Saturday, 14th, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA via VANCOUVER (EUROPE VIA SIBERIA)	Empress of Japan ...	Saturday, 14th, 4.00 P.M.
		Registration ... 3.15 P.M. (Registration with late fee of 10 cents up to 4.00 P.M.)
		Registration, Kowloon B.O. ... 3.00 P.M.
		Letters ... 5.00 P.M.
Straits and Burma ...	Mutira ...	Saturday, 14th, 5.00 P.M.
Shanghai and North China ...	Kuangsang ...	Saturday, 14th, 5.00 P.M.
Shanghai and North China ...	Anhui ...	Saturday, 14th, 5.00 P.M.
Swatow, Amoy and Foochow ...	Haitan ...	Tuesday, 17th, 10.00 A.M.
Shanghai, North China, Japan via Moji, Victoria, B.C. and Tacoma ...	Canada Maru ...	Tuesday, 17th, NOON
Philippine Islands ...	Kaifong ...	Tuesday, 17th, 3.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

On	September 9th.
On LONDON—	
Telegraphic Transfer	2-1/2
Bank Bills, on demand	2-1/2
Bank Bills, at 30 days' sight	2-1/2
Bank Bills, at 4 months' sight	2-1/2
Credits, at 4 months' sight	2-1/2
Documentary Bills 4 months' sight	2-1/2
On PARIS—	
Bank Bills, on demand	254 1/2
Credits, at 4 months' sight	259
On GERMANY—	
On demand	256 1/2
On NEW YORK—	
Bank Bills, on demand	49
Credits, at 60 days' sight	50
On BOMBAY—	
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
On CALCUTTA—	
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
On SHANGHAI—	
Bank, at sight	73
Private, 30 days' sight	73 1/2
On YOKOHAMA—	
On demand	98 1/2
On MANILA—	
On demand—Pesos	99
On SINGAPORE—	
On demand	26 1/2
On BATAVIA—	
On demand	121
On HAIKONG—	
On demand	1/2 p.m.
On SAIGON—	
On demand	1/2 p.m.
ON HONGKONG—	
Bank's Buying Rate	19.85
GOLD LEAF, 100 fine, per tael	\$51.70
BAR SILVER, per oz.	28 1/2
SUBSIDIARY COINS.	
Chinese ... 20 cents pieces	\$4.70 discount
Chinese ... 10 "	\$5.45 "
Hongkong ... 20 "	\$4.20 "
Hongkong ... 10 "	\$4.60 "

SHARE LIST—QUOTATIONS.

HONGKONG, 9TH SEPTEMBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	(\$805, buyers; \$822.10/-, sellers)
China Bank Corporation, Limited	60,000	\$12	all	\$9, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1 1/2, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2, sellers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 104 1/2, buy.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22 1/2, sellers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$65, sal. & sel.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$47 1/2
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 47
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 98
Green Island Cement Co., Limited	400,000	\$10	all	\$3.50, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$114, x. div.
Manila Metropole Hotel Limited	15,000	P. 10	all	\$74, x. div.
Hongkong Ice Company, Limited	50,000	\$25	all	\$200
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$3, sellers
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$240, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$133
China Trade Insurance Co., Limited	24,000	\$53.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 130
Union Insurance Society, Limited	12,400	\$250	\$100	\$800, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$185, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$103
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$55, buyers
Maatschappij tot Exploitatie van Landbouw en Bouwstoffen, N.V.	25,000	Gds. 10	all	Tls. 62, sales
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32/6
Tromoh Mines, Limited	160,000	\$1	all	75/-, sellers
Haywood Tin and Rubber Estate, Ltd.	715,280	2/-	all	4/-, buyers
Heub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.40, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$1 1/2
Philippine Co., Limited	50,000	\$10	all	\$1
REFINING.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$114
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$32
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$82
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, L'don buy. \$72.6
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	109/-, buyers
South China Morning Post, Limited	20,000	\$10	all	\$45 1/2, buyers
Steam Laundry Company, Limited	6,000	\$25	all	\$22
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$64, buyers
Watkins, Limited	10,000	\$10	all	\$4, sellers
A. S. Watson & Co., Limited	50,000	\$10	all	\$5, sal. & buy
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Gandhi & Co., Ltd.	50,000	\$10	all	\$10
Societe des Papiers et Papeteries de Tonkin	13,200	\$50	all	\$33, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$94
Union Waterboat Co., Limited	100 ideas	\$10	all	\$500
	50,000	\$10	all	\$10 1/2, sal. & buy.
RUBBER.—				
Para Rubber in London	Daily Wire			4/10 1/2 per lb, done
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	1 p.m.
				VERNON & SYMTH, Share Brokers

IMPORTANT TO ENGINEERS.
ANTI-FRICTION METAL
"MARINE BEARING"
FOR LINING BEARINGS
AND
FRICTIONAL PARTS OF MACHINERY.
Is the best in the Market.



ATLAS METAL & ALLOYS CO. LTD.
52, QUEEN VICTORIA STREET, LONDON, E.C.
Large and Old Established Manufacturers of
ANTI-FRICTION METAL.
SOLE AGENTS—
WILLIAM C. JACK & CO. LTD.
14, DES VŒUX ROAD CENTRAL, HONGKONG.
Telephone: 385 and 386. Telegrams: "MARINEMETAL"

MAILS VIA SIBERIA.

London	Shanghai
Date	Date
August 21st.	September 7th.
August 25th.	September 9th.

TO-DAY

4 P.M.—Hongkong General Chamber of Commerce Special Meeting in the Chamber Room, St. George's building.

FORTHCOMING EVENTS.

Wednesday and Thursday, 11th and 12th Sept.: 10 A.M.—Auction of Naval and Victualling Stores at H.M. Naval Yard, and at Kowloon Depot, by Messrs. Hughes & Hough.

Thursday, 12th Sept.: 9 P.M.—Alma Wilkie at the Theatre Royal—"School for Scandal."

Thurs., Fri. & Satur., 19th, 20th & 21st Sept.: Interport Aquatic Sports at V.R.C.

Saturday, 21st Sept.: Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.

OPTUM.

Quotations are—	August 21st.
Malwa New	43,200/3,250 per poul.
Malwa Old	3,275/3,325
Malwa Older	33,550/3,400
Malwa V. Old	35,600/3,600
Persian fine quality	\$1,200
Persian extra fine	\$1,400
Persia New	\$4,050
Persia Old	\$3,800
Banaras New	\$4,085
Banaras Old	\$3,900



AT
THE SIGN
OF
PERFECTION!
MASPERO "SPECIALS"

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON—

"We beg to inform you ROYAL
WARRANT awarded our Company
for Milk."



MILKMAID

CONDENSED MILK;
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.



This Whisky is known and appreciated everywhere for its Purity, Age, and digestive properties. It is one of the principal brands of the Distillers Co., Limited.
Price per doz. Duty Paid, \$21.00

SOLE AGENTS—
GANDE, PRICE & CO., LTD.
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL, HONGKONG.
Telephone No. 185.